

CITIZEN TRANSPORTATION OVERSIGHT COMMITTEE

206 South 17th Avenue, Transportation Board Room

Phoenix, Arizona 85007

January 16, 2001

A Citizens Transportation Oversight Committee (CTOC) meeting was held at the Arizona Department of Transportation, Transportation Board Room, 206 South 17th Avenue, Rooms 145-147, Phoenix, Arizona on January 16, 2001 with Chairman William G. Beyer presiding.

Members Present:

William G. Beyer, Chairman
Brian Campbell, Member-At-Large
Jim Lykins, Maricopa County District 2
Isaac Serna, Maricopa County District 5
Scott Newton, Maricopa County District 1
Ron Gawlitta, Maricopa County District 3
Paul Schwartz, Maricopa County District 4

Members Absent: None

Others Present:

Rep. Dean Cooley, R, Mesa, AZ, Dist. 21; Mary Peters, ADOT; Dan Lance, ADOT; Victor Mendez, ADOT; Chuck Eaton, ADOT; Kwi-Sung Kang, ADOT; Doug Nintzel, ADOT; Carolyn Deobler, ADOT; Cyndi Selby, ADOT; and Elizabeth Neville, ADOT.

1. Call To Order:

Chairman Beyer called the Citizens Transportation Oversight Committee meeting to order at 5:05 p.m. A special award plaque was presented to Cyndi Selby of ADOT for her hard work and dedication.

2. Approval Of The December 5, 2000 CTOC Minutes:

Chairman Beyer called for a motion. Paul Schwartz moved to approve the minutes of the CTOC meeting held on December 5, 2000 as circulated. Jim Lykins seconded and the motion carried unanimously.

3. Staff Report:

Chuck Eaton, ADOT addressed the Committee regarding the following issues:

At the last Regional Freeway meeting there were some questions regarding the Financial Compliance Audit. We had projects we weren't able to do a comparison of actuals. In your packets, we provided you with a copy of the list of projects. If you look at the limits that are defined there, you'll see they are very vague because they cover a large area. We had separated these funds into smaller projects, therefore made it awkward to make real comparisons, so we have followed-up to make sure you had that information.

We have also provided you with a copy of Light Rail Station Location Workshops coming up at various locations through out the plan system for light rail. We wanted to let you know in case any of you would like to participate in these.

MAG is currently about to embark on there MAG Regional Transportation Plan. They'll be working on a plan for transportation to the year 2020 and beyond for this region. It's a cooperative effort with the stakeholders. To start it off they're going to hold a kick-off dinner on February 22, at 5:30 p.m. You will all be invited to the dinner and follow-up forums being held. There will be three forums, the first February 23, from 8:30 a.m. to 12:30 p.m. There will be invitations sent out. It will be at the Marriott Airport Hotel. A special speaker, Anthony Downs from the Brookings Institute will be there.

In regard to Loop 303, the MAG staff has made a recommendation, basically garnering support of the cities in the region, recommending the preferred corridor be Lone Mountain has you had also recommended. Due to the fact that the Loop 303 has not gone through the full environmental study process and design concept report, it still needs refinement to a preferred alignment. The intention is that the Lone Mountain appears to be the preferred corridor alternative. It will be going to the MAG Council this month for there endorsement. Following that, we'll be seeking funding to initiate environmental and concept studies for that segment between Lake Pleasant Road and I-17.

Another document of interest included in the Board's packet, is a newspaper article from a Minnesota Polls use of ramp meters. This covers how to manage traffic with ramp meters and other ITS features.

Projects Under Construction:

Shea to Pima is near completion. The northbound mainline will be open in January, and southbound in February.

Pima Freeway - Scottsdale and Pima bridges are both completed. They're now working on the crossroads.

Superstition US 60 design built bids opened. Proposal presentations will be in February and conclude in March.

Scott Newton inquired about the path of the South Mountain Corridor.

Chuck Eaton stated that we're about to kick-off the EIS. HDR has been selected as the consultant to begin the work. That will start the environmental impact statement process, which will take about three years. Mr. Eaton also mentioned that there are many Federal issues.

Ron Gawlitta asked if there had been any participation or discussion by the Gila River communities.

Chuck Eaton commented that the Gila River Committee is a member of the Oversight Committee, therefore they will be actively involved.

Paul Schwartz questioned whether the I-10 at 51st Avenue connecting with the 202 is a issue.

Chuck Eaton stated it is an issue. We do have to look at the alternative. The Federal and State government's wants to make sure we have chosen the least damaging to the environment. If we impact any Federal jurisdictions, which we will with the Indian lands, they can force us to go through an impact study.

Chairman Beyer inquired about the problem Tucson has had concerning the Spotted Owl situation.

Chuck Eaton commented that the habitat area for the owls is not in these areas.

4. 2000 Annual Report Draft:

Chairman Beyer asked if any Board members have any comments or suggestions, please fax or email them to him at (623) 434-5834 or (wbeyer5312@aol.com).

Brian Campbell commended Chairman Beyer for the wonderful work, quality and details put forth on the annual report draft, and that it is a credit to CTOC.

Chairman Beyer commented that thanks goes to Chuck Eaton and his staff for doing most of the work for us.

Chuck Eaton then introduced Elizabeth Neville, his new assistant who is also working on the draft and final report. She will assist CTOC with their work and activity reports. If the Board has any questions please contact Elizabeth or myself.

5. Draft Tentative Five Year Program in the MAG Region:

Chairman Beyer announced Kwi-sung Kang, ADOT will be now giving us an overhead presentation as follows:

Kwi-sung Kang addressed the Board regarding the ADOT Program in the MAG region, FY 2002-2006.

Federal guidance is being used when we develop project lists as follows:

Federal Guidance

- Cooperatively Developed Funding Estimate:
The Resource Allocation Advisory Committee (RAAC) developed and recommended funding estimates for MAG Region, which was \$237 million.
- Fully Coordinated Public Involvement Process:
In September 2000, public involvement process has begun and continues through March Joint Public Hearing.
- Cooperatively Developed TIP with MAG and Transit Operator:
In August 2000, the stakeholders meeting was held for cooperatively developed TIP with MAG and Transit Operator.

Project Selection Process

- MAG Funding Estimate for 2006 equals an available \$237 million.
- MAG Members submitted projects.
- Joint ADOT, MAG and Regional Public Transportation Authority (RPTA) Staff Project Selection.
- Identified projects proposed for funding.
We met approximately five times to develop this project list selection. The process is complete up to this point.
- Submit to Board and MAG Committees.
We will present project list to the Board and MAG committees for approval in January and February.
- Developed Tentative FY 2002-2006 Program.
Once the project list is approved, the list will be part of the Tentative FY 2002-2006 program.

Cooperatively Developed MAG Funding Estimate 2001-2005

- FY 2001-2005 Revenue Aligned Budget Authority (RABA) funds.
We have additional RABA funds in the years 2001 through 2005, \$9.75 million in 2001 and \$9 million each year in 2002 – 2005.
- The total is \$45.75 million estimated available.

Cooperatively Developed MAG Funding Estimate 2001-2005

2001 (\$9.75 million)

Kwi-sung mentioned that in your packet we have enclosed a complete project list and I will go over the major projects.

\$5.6 million contingency for US 60 widening (I-10 – Val Vista)

\$5.6 million is set aside for US 60 Design Build project between I-10 to Val Vista. This fund can be used if bid comes in higher than programmed amount. We will know the bid amount at the end of March.

EIS for I-10 widening (16th Street to Baseline).

Environmental Impact Statement on I-10 between 16th Street and Baseline Road, (CD roads).

EA for I-17 widening (Loop 101 to SR 74).

Environmental Assessment on I-17 between Loop 101 and SR 74, Carefree Highway.

R/W on SR 51 for Park and Ride Lot and Drainage.

Right of Way on SR 51 for Park and Ride lot at Bell Road. We need to purchase Right of Way for the drainage basin at Highland on SR 51.

2002 (\$9.0 million)

In 2002, we will construct auxiliary lanes on I-17 between Peoria and Greenway.

2003 (\$9.0 million)

In 2003, we will widen I-10 between 59th Avenue and 83rd Avenue, auxiliary lanes. This segment is in a bottleneck situation at this time.

2004 (\$15.0 million)

Regional Park and Ride Lot and Design for future projects.

We have \$15 million available in FY 2004. (\$9 million RABA plus \$6 million from SR 74 TI reconstruction project). SR 74 TI project was programmed twice in five-year program.

2005 (\$9.0 million)

Design US 60 Higley Road TI improvements. In the last presentation it was Greenfield Road TI improvement instead of Higley Road. MAG TRC and MAG Management Committee accepted this change.

Design for US 60 widening (HOV), between Val Vista and Power Road.

Design for I-17, between Loop 101 and SR 74, Carefree Freeway.

Purchase of right of way for SR 85 widening.

2006 MAG funding estimate is \$237 million.

RAAC recommended \$237 million for MAG Region, but allocated \$50 million for Regional Freeway System 2007 Acceleration and \$36 million for MAG Lump Sum Program. Available to program is approximately \$152 million.

I-10, 40th Street – Baseline Construct CD Roads. Allocated \$80 million.

I-17 Greenway/Thunderbird Pump Station

SR 51 Glendale – Shea HOV lanes

SR 85 Widening (MP 130.45-137.5)

SR 87 Shoulder widening (Forest Boundary – Dos S Road).

SR 88 Retaining walls (Fish Creek Hill)

Loop 101 Freeway Management System (90th Street – Scottsdale Road).

US 60 / 93 New Roadway (Wickenburg by Pass).

SW Regional Park and Ride Lot

SW Freeway Service Patrol.

2002 – 2006 Program Schedule

January 2001 – Board Meeting, Review of proposed Tentative Programs.

January 2001 – MAG Review and Approval of proposed Tentative Programs.

February 2001 – PPAC and Transportation Board Approval of Tentative Programs.

Joint MAG / Board / RPTA / CTOC Public Hearing, March 1, 2001, 11:00 a.m. at MAG.

Air Quality Conformity March – April 2001.

Ron Gawlitta inquired as to what degree we are addressing the widening of the frontage roads along I-17 between Loop 101 and the Carefree Highway.

Kwi-sung Kang commented we are now allocating funds for the study.

Chuck Eaton added, we are currently doing a study to identify what is needed in that corridor, from Loop 101 to Black Canyon City, which would include HOV lanes, frontage roads, access roads and general purpose lanes for the mainline.

Ron Gawlitta had concerns regarding construction of frontage roads due to four major developments coming between Loop 101 and the Carefree Highway. He inquired whether we were making adequate provisions to get the people on and off I-17.

Dan Lance replied that future TI's will address that in our "Beyond Five Year Program". The City of Phoenix will add new access points. The City of Phoenix is also working on their Master Plan and portions of it on the east side of I-17 are basically in place for all the future infrastructures and street systems. Major arterials will be a combination of 19th Avenue and 3rd Avenue. On the west side of I-17, it's a two mile arterial street grid system. Over the next two to three years that will be refined for future identification of both street systems. Future TI's at Dove Valley, which is one mile south of State Route 74; Lone Mountain, which is two miles south of SR 74 and Jomax Road, which is on the north side of the US AA complex. And ultimately, the reconstruction of Happy Valley TI. Independent of that, the County has done a parallel street study, which will be basically north of State Route 74, where we do not have an arterial street system.

Chairman Beyer requested, if possible, by the April CTOC meeting Dan Lance could present a coordinated picture of development, time scale and maps for the County, City of Phoenix and MAG's preliminary plans on I-17, Loop 101 up to SR 74 regarding the above issue.

Paul Schwartz asked a question regarding the widening of I-10 between 59th Avenue and 83rd Avenue. His concern was why are we stopping at 83rd Avenue and will there be a bottleneck there?

Dan Lance replied that this would actually close the bottleneck. Basically 59th Avenue to 83rd Avenue is the bottleneck now.

Chairman Beyer mentioned in the Board's packet, there is a list of CTOC meetings for 2001. Please note there are three key meetings in Scottsdale, Peoria and Chandler. Usually fifty to one hundred people show up at these public meetings. I'm going to plan on the above cities unless someone else has another suggestion, if so please let me know.

6. Draft Tentative Life Cycle Program:

Chairman Beyer: Chuck Eaton, ADOT will now give us an overhead presentation on the Draft Tentative Life Cycle Program.

Chuck Eaton commented this is a brief overview of the Life Cycle Program Management philosophy, which is different than the Statewide Project Program that Mr. Kang spoke about earlier.

The Life Cycle Program Management

- Is a programming approach that forecasts and allocates funds through the full life of a major funding source.
- It reflects a fiscal balance between anticipated revenues and expenditures.
- It provides the necessary management tools to ensure realistic planning and construction schedules predicated up funding.
- We have a Dedicated Funding Source(s).
- We need a Corridor or System Plan.
- We Established Project Priorities.
- We need to Set Program Timeframes or Term.

Project Progress:

- Opened 39 miles of new freeway since 1996.
- Completed 3 freeway to freeway interchanges.
- 19 miles of freeway under construction.
- Opening 18 miles by the end of 2001.
- Total open to date equals – 70 miles.

Mr. Eaton then showed a draft of the new map for January 2001 Certification.

- Squaw Peak between Bell Road and Pima Loop 101 is now one project.
- The Aqua Fria Freeway is complete.
- We will focus on completion of the Red Mountain and Santan Freeways.

Mr. Eaton stated that similar to previously approved 2007 accelerated program, this Certification would include:

- Updated Revenue Forecast and Costs.
- The combined remaining portion of SR 51 into one project from Bell to Loop 101.
- Adjusted landscape budgets to account for inflation.

Mr. Eaton commented on approximate revenue figures:

- RARF - \$28 million increase
- HURF - \$ -1 million down
- Bond Proceeds - \$ 46 million additional
- Other - \$ -1 million
- Total Revenue Increase - \$72 million

- Construction Cost Update - \$ 11 million increase
- Right of Way Cost Update - \$ 88 million increase
- Design Cost Update - \$ 1 million increase
- Total Cost Increase - \$100 million increase

Scott Newton asked why the right of way costs are so high.

Mr. Eaton replied that we're seeing more condemnation, its harder to get court dates and we're also seeing higher settlements. Also, Right of Way can only buy according to

the resources they have. These are some of the factors contributing to the \$88 million dollar Right of Way cost.

Brian Campbell asked if most of the Right of Away cost were in the east valley - which is in the Santan Corridor? Also, how much is contributed to the Santan? Mr. Eaton stated that the Santan has contributed approximately 12 to 15% average increases on an annual basis. Dan Lance commented that about a year ago we were about \$340 million remaining Right of Way expenditures for the rest of the system. After spending approximately \$100 million in BFO's. We're still at about \$315 million, about a 25% growth in Right of Way cost.

Chairman Beyer commented on the continuing problem with Right of Way costs being high. Victor Mendez stated that we went to the acceleration approach and it went through legislation. Part of the strategies was to allocate \$100 million for the advanced acquisition of right of ways and we have done that. We could use additional funding. We also have to balance with the revenues that are available.

Chairman Beyer stated that if there were any way this Board could support you in the way of legislation to try to get ahead of the right of way curve we would do it. I know the legislature is very cautious in making any making any changes in how Right of Way acquisition is handle, in terms of appraisals, but perhaps changing some rules in how we handle financing could be possible. Please let us know how we can help out.

7. Call to the Public: – none

8. Next Meeting:

Next Regular CTOC Meeting
ADOT Administration Building
Transportation Board Room
March 20, 2001
5:00 p.m.

9. CTOC Member Reports:

- Brian Campbell gave a presentation on a recent MAG Planning Retreat he attended, and on their prediction of what the Valley will look like in the year 2040 in terms of demographics, growth and development, and transportation.
- The MAG Regional Council then reviewed other actions taken in other jurisdictions (e.g., Atlanta, Denver, Tennessee, and Southern California).
- The MAG Regional Council then considered proposals in three areas:
 - A. Allowing limited review of local plans.
 - B. Broadening public and private participation in MAG.
 - C. Regional Revenue generation and sharing.

10. Recognition and Close:

Chairman Beyer announced that at this time we would like to thank and present Isaac Serna with a Plaque of Recognition for his term of service to CTOC.

Mr. Beyer called for any further public input, and there was none.

Chairman Beyer asked if anyone had any further questions and thanked everyone for coming.

Meeting adjourned at 6:25 p.m.